**Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application:

**Listing of Claims:**

1. (Canceled)

2. (Original) A braking force control system of a vehicle, comprising:

a lateral acceleration detecting unit detecting a lateral acceleration of the vehicle; and

a braking control unit carrying out an anti-lock braking control and carrying out an independent braking control of right and left rear wheels,

wherein said braking control unit executes a braking force distribution control between front and rear wheels as specified when said lateral acceleration exceeds a lateral acceleration value set beforehand, and said braking control unit stops said front and rear braking force distribution control of either one of rear wheels and executes a stepwise pressure increase control thereof when said anti-lock braking control is operated at the other rear wheel, said stepwise pressure increase control providing a stepwise pressure increase up to a braking pressure to be reached at a start of the control.

3. (Original) The braking force control system of a vehicle as claimed in claim 2, wherein said front and rear braking force distribution control is started and executed depending on a slipping condition of the rear wheel.

4. (Original) The braking force control system of a vehicle as claimed in claim 2, wherein said front and rear braking force distribution control is executed by selecting one of a select low control controlling braking forces of wheels in accordance with a wheel on the side with a large slipping state, and an independent braking control independently controlling the braking forces of the wheels depending on the slipping state thereof in accordance with the lateral acceleration, a longitudinal acceleration and a vehicle speed.

5. (Cancelled)

6. (Previously Presented) A braking force control method of a vehicle having a braking control unit carrying out an anti-lock braking control and carrying out an independent braking control of right and left rear wheels, said method comprising the steps of:

detecting a lateral acceleration of the vehicle; and

executing a braking force distribution control between front and rear wheels when said lateral acceleration exceeds a lateral acceleration value set beforehand; and

executing, when said anti-lock braking control is operated at one of the right and left rear wheels, a stepwise pressure increase control of the other right and left rear wheels after stopping said front and rear braking force distribution control thereof, said stepwise pressure increase control providing a stepwise pressure increase up to a braking pressure to be reached at a start of the control of the braking force.

7. (Original) The braking force control method of a vehicle as claimed in claim 6, wherein said front and rear braking force distribution control is started and executed depending on a slipping condition of the rear wheel.

8. (Original) The braking force control method of a vehicle as claimed in claim 6, wherein said front and rear braking force distribution control is executed by selecting one of a select low control controlling braking forces of wheels in accordance with a wheel on the side with a large slipping state, and an independent braking control independently controlling the braking forces of the wheels depending on the slipping state thereof in accordance with the lateral acceleration, a longitudinal acceleration and a vehicle speed.

9. (New) A braking force control system of a vehicle, comprising:

a lateral acceleration detecting unit for detecting a lateral acceleration of the vehicle; and

a braking control unit for carrying out an anti-lock braking control and carrying out an independent braking control of right and left rear wheels,

wherein said braking control unit executes a braking force distribution control between front and rear wheels when said lateral acceleration exceeds a lateral acceleration value set beforehand, and said braking control unit stops said front and rear braking force distribution control of one of said rear wheels and executes a stepwise pressure increase control on said one of said rear wheels when said anti-lock braking control is operated at the other of said rear wheels, said stepwise pressure increase control being in a plurality of steps of increasing and

holding pressure and providing a stepwise pressure increase up to a braking pressure to be reached at a start of the control of the braking force.

10. (New) The braking force control system of a vehicle as claimed in claim 9, wherein said front and rear braking force distribution control is started and executed depending on a slipping condition of the rear wheel.

11. (New) The braking force control system of a vehicle as claimed in claim 9, wherein said front and rear braking force distribution control is executed by selecting one of a select low control controlling braking forces of wheels in accordance with a wheel on the side with a large slipping state, and an independent braking control independently controlling the braking forces of the wheels depending on the slipping state thereof in accordance with the lateral acceleration, a longitudinal acceleration and a vehicle speed.